

State of California
Business, Transportation and Housing Agency
Department of Transportation

HIGHWAY ROUTE MATTERS
Route Adoption
Resolution HRA 02-04
3-GLE 32 KP R0.46/R0.77 (PM R0.29/R0.48)

CTC Meeting: July 18, 2002

Prepared by:
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Reference No.: 2.3a.(3)

Original Signed By:
ROBERT L. GARCIA
Chief Financial Officer
July 1, 2002

ADOPTION OF LOCATION FOR STATE HIGHWAY
AS A CONVENTIONAL HIGHWAY

Recommendation

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 02-04 and a route location map for the State Highway Route 32. Pursuant to Section 75(a) of the Streets and Highways Code, the Commission from time to time, may adopt the location of State Highways on routes authorized by law. The Department of Transportation recommends that the Commission approve the resolution and the route location map in accordance with the recommendation of the Chief Engineer. This resolution adopts a 0.2 mile location for State Highway Route 32 from 0.06 miles west of Eighth Street to Sixth Street in the City of Orland, County of Glenn as a conventional highway.

A Project Report was approved February 5, 2001. A Negative Declaration/Finding of No Significant Impact was approved on November 1, 2000.

Recommended by: BRENT FELKER
Chief Engineer

Background

State Route 32 was brought into the State Highway System in 1928 and is a component of the Freeway and Expressway System. The proposed project is located from 0.06 miles west of Eighth Street to Sixth Street in the City of Orland, County of Glenn. State Route 32 is generally a two lane conventional highway in a rural setting. In February 1960, the California Highway Commission adopted an additional portion of highway to State Route 32, extending from its intersection with old State Route 99W, northerly along Sixth Street to Swift Street, westerly along Swift Street to Newville Road, along Newville Road to Interstate 5. The portion of the newly adopted State Route 32 between Interstate 5 and the intersection of Swift Street with Sixth Street was improved to a four-lane section, in conjunction with the construction of Interstate 5.

The project is proposed to mitigate operational deficiencies. The current configuration of Route 32 through the City of Orland is comprised of 90 degree turning movements between Swift Street, Sixth Street, and Route 32 to Chico. Identified problems are the truck turning conflicts, traffic congestion, and lack of coordination between the traffic signals and the railroad crossing arms. The actual accident rate for the segment is higher than average at the intersection of Sixth and Walker Streets. Existing traffic signals at this intersection are not traffic actuated and do not have protected left turns on the Walker Street approach legs.

A Project Study Report (PSR) was approved by Caltrans on November 8, 1991. The project was shelved because of funding limitations. Environmental and Design activities resumed in 1998. A public information meeting was held during the public review period on February 28, 2000. An informal public hearing was held on August 23, 2000.

Proposal

A total of five alternatives were considered. One of those alternatives was considered and rejected prior to preparation of the Project Study Report. Three viable alternatives were studied including the no build alternative. Under the No Build Alternative, no improvements would be made to this segment of State Route 32. This alternative did not resolve the operational deficiencies.

As the selected alternative, the proposed project is a major realignment bringing State Route 32 directly into the intersection of Sixth and Walker Streets. This alternative uses a reverse curve that transitions into a tangent, perpendicular to Sixth at Walker Street. The existing traffic signals will be improved to current standards. Facilities will be provided to preempt the traffic signals when trains use the crossing. There will also be a new traffic signal installed at Eighth Street. The current cost estimate for the project is \$3.2 million. The project was originally programmed for \$3.0 million in the 1998 STIP for the 2003/2004 Fiscal Year. This project is scheduled for construction in the 2003/2004 Fiscal Year.

Coordination

The Department approved the Project Report on February 5, 2001. The Finding of No Significant Impact was approved November 1, 2000. The Negative Declaration was approved October 5, 2000.

A Fact sheet for an advisory design standard was approved on November 29, 2000.

A Cooperative Agreement between Caltrans and the County of Glenn was executed November 6, 2001. The agreement outlines each agency's responsibility in installing traffic control signals, safety lighting and the construction of roadway improvements along Route 32 in the City of Orland.

Conclusion

The proposed route adoption for this segment of SR 32 is needed to improve safety and operational deficiencies in the City of Orland. For this reason the adoption of the proposed highway is in the best interest of the public.

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution Adopting A Conventional Highway Location
3-GLE-32 KP R0.46/R0.77 (PM R0.29/R0.48)**

Resolution HRA 02-04

WHEREAS, the Department of Transportation, with input for the project from the City of Orland, has completed studies and approved of the public hearing process relative to the adopted location for State Highway Route 32, in the City of Orland, in the County of Glenn, from 0.06 miles west of Eighth Street to Sixth Street; and

WHEREAS, the Department of Transportation has completed a Negative Declaration/Finding of No Significant Impact; and,

WHEREAS, the project will not have a significant effect on the environment; and

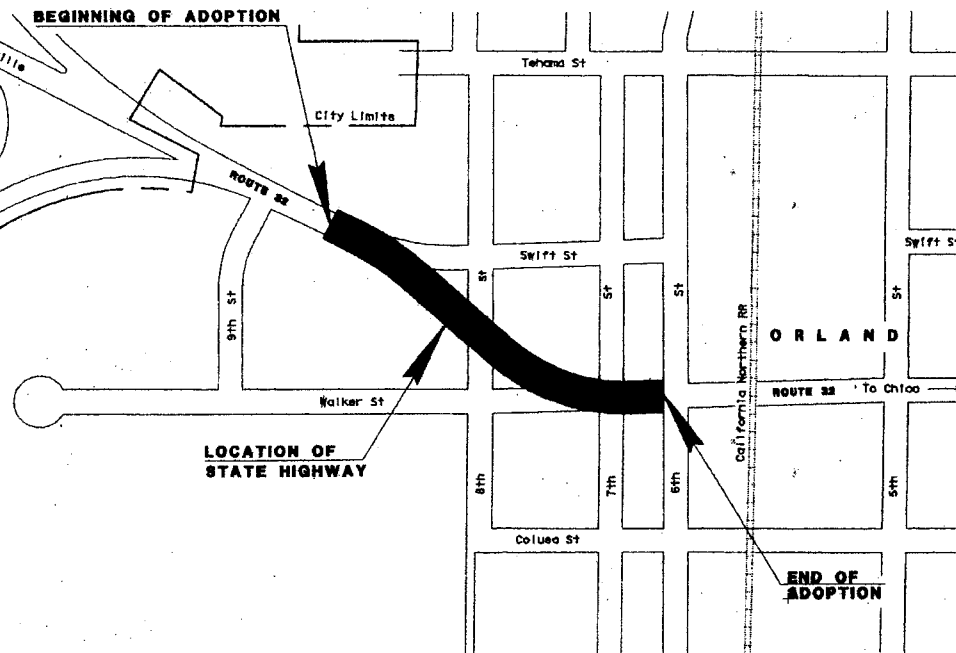
NOW, THEREFORE, BE IT RESOLVED by the California Transportation Commission that pursuant to the authority vested in it by law, this Commission does hereby select, adopt and determine the location of that segment of State Highway Route 32, Postmile 0.29 to Postmile 0.48, in the City of Orland, in Glenn County and officially designated as 03-Glenn-32, as said location is shown on the map submitted on July 1, 2002 by Karla Sutliff, Chief, Division of Design; and

BE IT FURTHER RESOLVED that this Commission has found and determined and hereby declares that such the location of said State highway is for the best interest of the State.

I hereby certify that by resolution of the California Transportation Commission on _____ the alignment indicated on this map was selected, adopted and determined as the location for a section of State Highway Route 32 and declared a State Highway.

Attest: _____
Executive Director
California Transportation Commission

BEGINNING OF ADOPTION



I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed State Highway Route 32.

Submitted: _____

Chief Design Engineer
Civil Engineer License No. _____

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

MAP SHOWING

**LOCATION OF
STATE HIGHWAY
IN GLENN COUNTY.**

FROM 0.1 KM WEST OF EIGHTH
STREET TO SIXTH STREET

06-612-82



IN GLENN CO. KP R.O. 47/R.O. 77 (PW R.O. 29/R.O. 48)